

IN THE RAILROAD WORLD

ROADS USE
ELECTRICITY
ON TERMINALSILLINOIS CENTRAL MAY DIS-
PENSE WITH STEAM IN
CHICAGO

406 MILES ELECTRIFIED

Results on Eastern Lines So Satis-
factory as to Cause Action to Be
Taken in Windy City—Does Away
With Smoke and Noise—Other
Railroad Notes.

If the Illinois Central stockholders and directors decide to comply with Chicago's demands for the elimination of smoking locomotives and authorize the electrification of their terminals, they will have the experience of twelve other roads who have substituted electricity for steam motive power within the last ten years to guide them.

There are now 406 miles of main trunk line railroads in the United States on which electrification has been accomplished with success or on which the electrical installation is now in active progress. These figures apply only to the length of the main line operated by electricity, taking no account of second or additional tracks, and include only railroads which are otherwise operated by steam, excluding the elevated and interurban roads.

The most notable installations are those of the New York Central and New York, New Haven and Hartford railroads on the lines entering New York City, where the conditions most nearly approach those to be encountered in Chicago.

While it is true that none of the twelve roads which have electrified present conditions exactly similar to those of the Chicago terminals, it is also true that each one of them has overcome obstacles not encountered by their predecessors.

The officials of the Illinois Central and other Chicago roads claim that in the present state of the art of electrical operation the difficulties of operating freight and switching trains in a complicated terminal are insurmountable. On the other hand prominent electrical engineers who have been engaged on electrification work declare that there are no problems in the Chicago terminal situation which have not been solved, at least in a

similar degree, by the roads that have already adopted electricity.

In the case of the New York Central and the New Haven roads, public pressure and the necessity for increasing the capacity of their terminals were the controlling reasons for electrification, which has cost the New York Central up to date approximately \$15,000,000, besides \$50,000,000 for terminal improvements which electrification has made advantageous.

The immediate cause for the beginning of the work was a law passed by the New York legislature in 1903, prohibiting the use of steam locomotives in the Park avenue tunnel after January 1, 1908. The New York Central has been engaged in electrification for about six years, and every passenger train on the system entering the City of New York is now operating by electricity from Yonkers to the Grand Central station, a distance of fourteen miles. Through trains are hauled by electric locomotives, which are changed for the steam road engines outside of the city, and the suburban trains are operated by multiple unit motor cars, taking current from the third rail.

That the New York Central electrification has already proved successful from an operating standpoint, has been shown by statements made by W. J. Wilgus, the vice president, who had charge of the work.

"The adoption of electricity has greatly increased the efficiency of the service and resulted in the coaches being cleaner," said A. H. Smith, vice president and general manager of the New York Central. "It is impossible at the present time to give any reliable data as to the cost of operation of trains in and out of the Grand Central station under the electric passenger service, owing to the fact that constant changes are going on and the operation by trains by electricity is only in the experimental stage, so to speak."

The decision of the New York Central to electrify its terminal necessitated similar action on the part of the New Haven road, as the trains of the latter company enter the Grand Central station over the tracks of the former. The New Haven trains are now operated by electricity as far as Stamford, Conn., thirty-one miles.

The first case of steam railroad electrification in the United States, aside from the elevated and interurban roads, was the Baltimore and Ohio's entrance to the city of Baltimore.

The most notable instance of electrification now in progress is that of the Pennsylvania railroad, which is tunneling an entrance into New York from Jersey City through to Long Island. The road now has a network of over 125 miles of electric lines entering Long Island city. Last year the Grand Trunk completed the electrification of its Sarnia tunnel, which includes about four miles of line with the approaches.

The equipment of the Great Northern's Cascade tunnel in Montana for electrical operation was completed during the last year. It includes two and three-fourths miles of tunnel and approaches bring the total up to four miles.

The electrification of portions of the Erie, West Jersey and Seashore, and the West Shore roads is of recent accomplishment. The West Jersey and Seashore is operated by electric motor cars from Camden to Atlantic City, N. J., sixty-five miles. The Erie is running overhead trolley cars between Rochester and Avon, N. Y., thirty-four miles. The West Shore uses electricity between Utica and Syracuse, N. Y., forty-four miles.

RAILROAD NOTES—

Fireman F. J. Savert has reported for duty, getting engine 1651.

Fireman Harry E. Anderson has been assigned to engine 1648.

Conductor Maitland and crew took second No. 8 out this morning.

Fireman C. D. Fields, alias "Pumpkin Roller," has reported for duty, after an extended trip to Louisiana

with his family visiting relatives. He bumped S. W. Barnes.

Frank Snelling is leaving coal again on engine 1202, after a short rest.

Conductor A. H. West has reported for duty, having been sick for the past week.

Engineer Henry Rensing has reported for duty, after having laid off a couple of trips.

Master Mechanic J. A. Conley arrived in the city last night from his headquarters in Raton.

Engine 1200 was taken out of the shops yesterday, having undergone several successful operations.

W. H. Rife, the signal foreman, reached home and headquarters last evening from Trinidad and points beyond.

Conductor J. B. Crane and crew deadheaded in on No. 1 yesterday from Raton and returned with a deadhead equipment train.

On October 30th a carload of mining machinery will be sold by the Santa Fe station agent at Las Cruces, N. M., for freight charges.

Conductor C. A. Smith and family, who have been in Amarillo, Texas, for the past ten months, have returned. The head of the family is on this division again.

The men who stole the linens that were being shipped over the Santa Fe route, intended for the governor's mansion in Santa Fe, some months ago, have been caught and today at La Junta, Colorado, were placed on trial.

The marriage of Phillip A. Bailey, who is employed in the Albuquerque shops and Miss Helen Pettit of that city, took place last evening and the many friends of the couple planned to help them celebrate the event in the proper way.

H. S. Lutz, agent of the Santa Fe route, left Santa Fe for La Junta on court business. He has been summoned in the matter of prosecuting the thieves who stole linens from the Santa Fe freight car, destined for the governor's mansion.

George D. Nicol, formerly of San Bernardino, has been appointed boiler shop foreman at Albuquerque, taking the place of Fred Graefe, who has accepted a position with the El Paso & Southwestern, and will have headquarters in El Paso.

Peter McCallum, Jr., the fourteen-year-old son of Peter McCallum, general foreman of the Santa Fe machine shops in Albuquerque, is confined to his home with a broken collar bone, received while practicing football. Peter is a candidate for a position on the second Central high school eleven and was practicing the art of squeezing the knees of the man carrying the ball when he sustained the injury.

Back in the administration of President Harrison the two, H. H. and S. A. Sullivan, Engineer John and Conductor Timothy, guided the destinies of a presidential special train out of El Paso. And riding in the train was President Harrison. And when McKinley visited El Paso those same two Sullivans comprised the leaders of the train crew to run the president's special. They were seasoned trainmen then and received that honor for that reason.

A party of El Pasoans composed of A. N. Brown, general freight and passenger agent of the El Paso & Southwestern, and Mrs. Brown, Waters Davis and wife, J. A. Harper and wife, Mrs. J. F. Williams, Mrs. W. B. Latta and J. E. Bachtel, left El Paso Monday on a trip through Mexico and Central America. The party is traveling in the private car Alamogordo and will journey over Ambassador David Thompson's Pan-American line to the Isthmus of Tehuantepec.

William Chester, a negro sixty-three years of age, who has been employed by the G. H. railroad for several years, died in the G. H. yards in El Paso Saturday afternoon, Justice Watson rendering a verdict to the effect that the man had come to his death from valvular lesion of the heart. The negro was on top of one of the soldiers' tourist cars watering the car when he had an attack of heart disease. One of the soldiers helped him down to the ground, where he expired a short time afterward.

To Engineers Jack Reese and Carl Lathrop is due the distinction of guiding President Diaz's trains on the Mexican Central lines. Both were chosen from the Gomez Palacio division as the very best enginemen of which Mexico can boast. They have seen many years in service. Their double run was noteworthy on account of the uniformity of speed held by both trains. Reese ran the president's special, while Lathrop sat in the cab of the pilot train, which conveyed the railroad officials of the party.

The Interstate commerce commission has raised with the Denver & Rio Grande and Colorado & Southern railroads the question of the passes which are issued annually throughout

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The moment you suspect any kidney or urinary disorder or feel rheumatism pains, begin taking this harmless medicine, with the knowledge that there is no other remedy at any price, made anywhere else in the world, which will effect so thorough and prompt a cure as a fifty-cent treatment of Pape's Diuretic, which any druggist can supply.

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Colorado by the two roads to railroad men visiting the state. Hereafter, it is said, it will be necessary for all visitors of that sort to carry specific requests from their general managers to receive local free transportation in Colorado.

Daniel Curtin, a former Union Pacific Railroad conductor, who was adjudged to be of unsound mind in the probate court in Kansas City, Mo., last year, has been restored to health and the control of his property has been restored to him by Judge Guinotte of the probate court. Mr. Curtin's property is valued at about \$50,000.

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Ladies' medium weight pants and vests, fleeced lined, in white, ecru and silver, per garment. 50c

Merode pants and vests, all wool, white or silver, excellent value, \$1.25

Ladies' union suits, fleeced lined, either white or silver, per suit 75c

Ladies' white Merino union suits, all sizes, warm and serviceable. . . . \$1.75

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SWEATERS
are the most popular knit garment manufactured. This season they come in a variety of styles from 27 to 42 inches long. Cardinal, Oxford and White are the favorite colors, and a solid color with collar, cuffs and pockets of a contrasting color is much in demand. prices range from \$3.00 to \$10.00.

Knit Skirts

These necessary garments come in navy, cardinal, black and white, either solid colors or with contrasting border stripes. Prices 35c to \$1.60.

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